

Georgia's Statewide Designated Freight Corridors

Proposed Addition of SR 400 and SR 316 to Georgia's *Statewide Designated Freight Corridors*

Statewide Designated Freight Corridors network adopted by State Trans. Board in Aug. 2013, per Georgia Code §32-5-30

- Includes Georgia **interstates**, **select GRIP routes**, and strategic **“last mile” freight-focused routes** (such as SR 6 from I-20 to Norfolk Southern Rail intermodal rail yard near Austell, and Grange & Brampton Roads into Port of Savannah).
- No revisions since initial adoption.

Metro Atlanta has several *“non-interstate designated”* limited-access freeways (SR 316, SR 400, SR 166, P.I.B, etc.)

- Of these, **SR 316 and SR 400 have the most significant overall truck volumes**, as per:
 - GDOT's statewide travel demand model ('base year 2010' truck volumes)
 - Atlanta Regional Commission's travel demand model ('base year 2015' truck volumes)

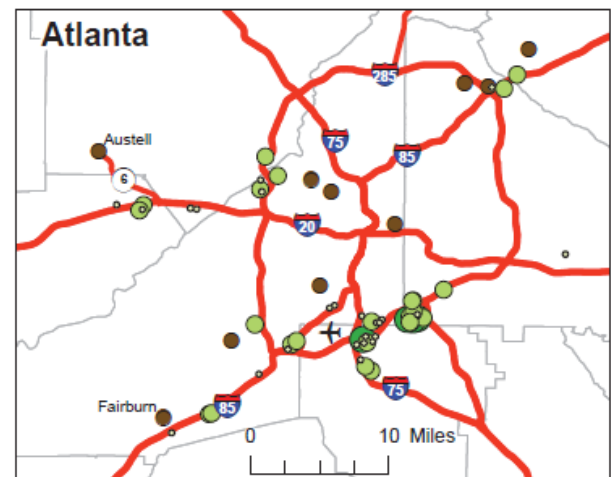
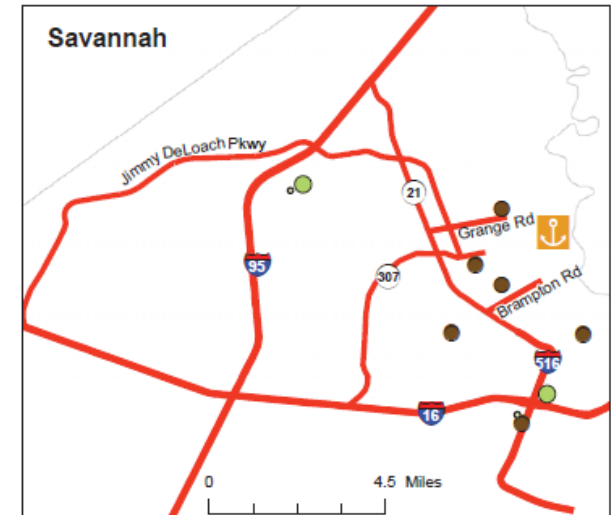
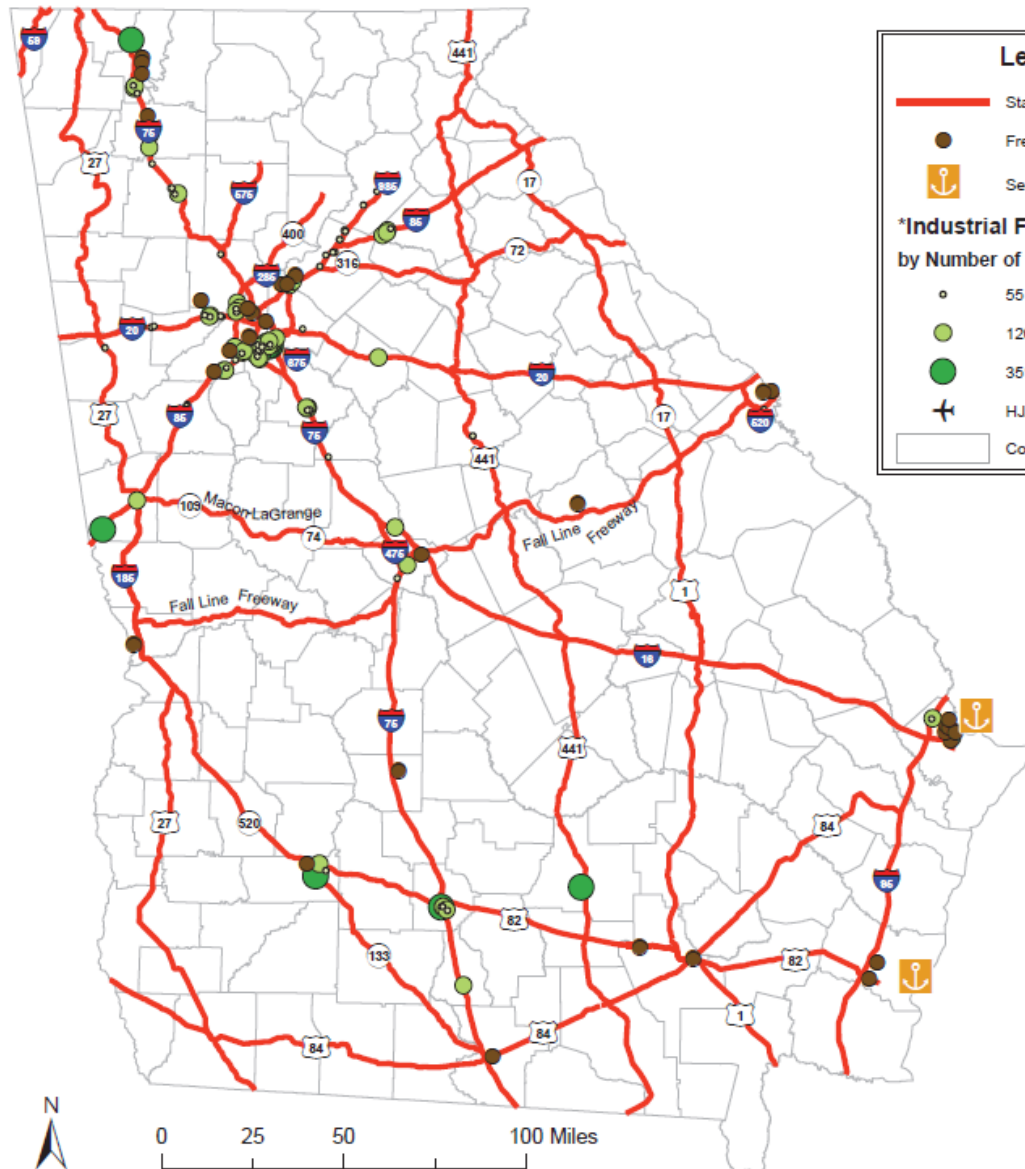
Addition of SR 316 to the Statewide Designated Freight Corridors network would:

- 'Close the gap' between I-85 and Athens/US 441. (East of Athens, SR 72 is already on the network and connects into South Carolina)
- Support existing warehouse/distribution centers adjacent to SR 316 -- especially near airport in Lawrenceville, such as:
 - The Home Depot
 - Publix
 - Weyerhaeuser

Addition of SR 400 to the Statewide Designated Freight Corridors network would:

- Support truck-based goods movements, already evident in current truck volume data
 - Travel demand models predict those volumes to grow with population
- Support existing retail clusters, including Perimeter Mall and Northpoint Mall, which regularly receive shipments of finished goods by truck

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*Source: Georgia Statewide Freight & Logistics Plan, GDOT, 2012